

Dear Valued Customers

Weathernews Inc.
Voyage Planning Group

ECA/SECA Voyage analysis method in Voyage Audit Report

Weathernews Inc. is pleased to announce the commencement of a new policy for the treatment of ECA/SECA steaming within Voyage Audit Report performance assessments, beginning March 2017.

Until February 2017: Split analysis between ECA/SECA and the remaining voyage for Time Lost/Bunker Consumption calculations.

From March 2017 : No split analysis between ECA/SECA and the remaining voyage for Time Lost/Bunker Consumption calculations. (Fig.1)

(The background for Weathernews' change in ECA/SECA policy)

Weathernews have been applying the Split Analysis policy for ECA/SECA steaming segments based upon the understanding that charter party speed and consumption warranties cannot be applied to the ECA/SECA unless charter party agreements stipulated otherwise. However, through recent conversations with various factions of the shipping industry, we recognize that including the ECA/SECA into the entire voyage assessment is becoming increasingly accepted. Based on our understanding of the market's voice, as well as from valuable advice provided by experts in the area of vessel performance assessment methodology, we have come to the decision to include the ECA/SECA into the total voyage good weather analysis without separating/splitting the ECA/SECA from the remainder of the voyage.

Please note that, in cases where the charter party explicitly stipulates a different ECA/SECA assessment method, Weathernews will abide by the contractually agreed stipulation and forego the abovementioned internal policy. Furthermore, the Split Analysis method will continue to be applied to voyages whenever a vessel changes speed/consumption settings based upon instruction from shoreside.(Fig. 2)

(Bunker Analysis Methodology)

In order to analyze entire voyages, inclusive of ECA/SECA steaming, the following methodology will be applied.

1. DO/GO consumption in the ECA/SECA will be compared to the charter party warranted IFO figure.
2. Considering DO/GO consumption in the ECA/SECA, the amount of DO/GO consumed will initially be compared to the DO/GO warranted figure; the remaining DO/GO consumed in the ECA/SECA will then be compared to the warranted IFO figure. In cases of partial steaming days, the DO/GO consumed will be converted basis a calculation for hourly consumption (Fig. 3).
3. When entering the ECA/SECA, the new policy will begin from the reported point of "commenced change-over" of bunkers; when exiting the ECA/SECA, the new policy will end from the reported point of "completed change-over" of bunkers.
4. In case the aforementioned reported points are not available, the nearest noon position outside of the ECA/SECA will be utilized as the point to apply the new policy.

Fig. 1

2. Speed and Consumption Calculation
Sendai to 50-21.5N 169-33.4W

Time Lost	14.3 Hours Lost
Fuel Oil	19.21 MT Over-consumption
Diesel Oil	No Over-Consumption / Saving

50-21.5N 169-33.4W to San Francisco (Economical)

Time Lost	15.2 Hours Lost
Fuel Oil	21.73 MT Over-consumption (incl. 3.3 MT MDO in ECA)
Diesel Oil	No Over-Consumption / Saving

Fig. 2

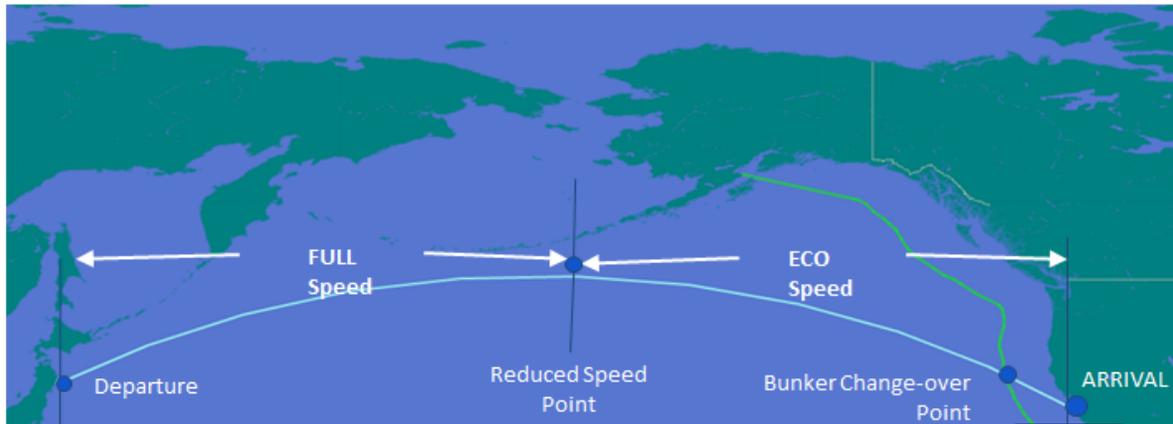
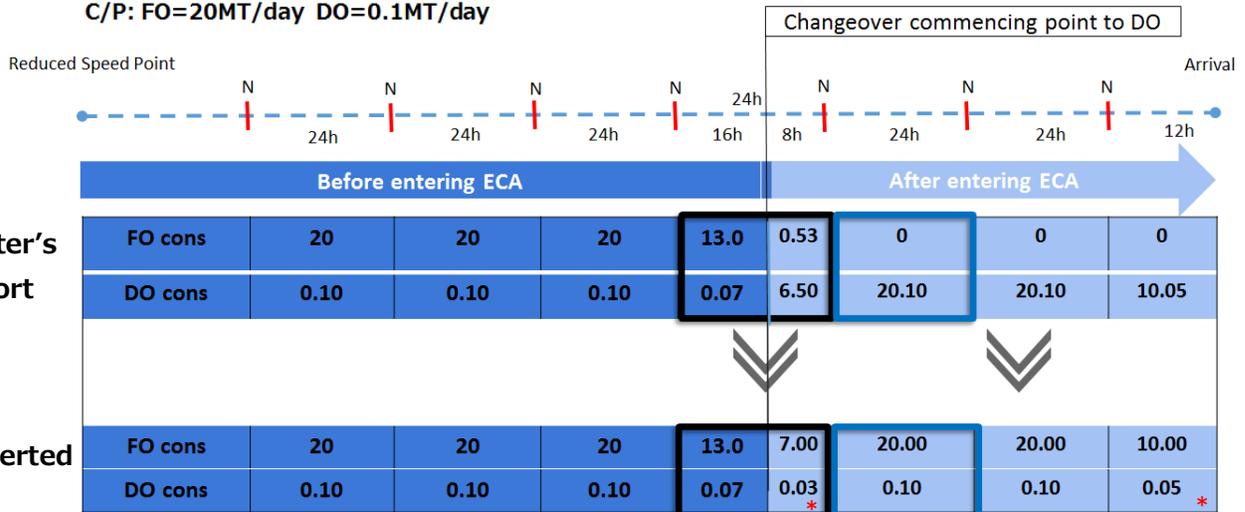


Fig. 3

C/P: FO=20MT/day DO=0.1MT/day



*warranted DO calculated from daily warranted consumption and actual steaming time in ECA (ex, 0.1MT/day=0.05MT/12Hrs)